

AMENDED IN ASSEMBLY JUNE 2, 2003
AMENDED IN ASSEMBLY APRIL 22, 2003
AMENDED IN ASSEMBLY MARCH 26, 2003

CALIFORNIA LEGISLATURE—2003–04 REGULAR SESSION

ASSEMBLY BILL

No. 844

Introduced by Assembly Member Nation

February 20, 2003

An act to add Chapter 8.7 (commencing with Section 25740) to Division 15 of the Public Resources Code, relating to tire efficiency.

LEGISLATIVE COUNSEL'S DIGEST

AB 844, as amended, Nation. Replacement Tire Efficiency Program.

Existing law, with respect to energy conservation and development, states the policy of the state, among other things, to fully evaluate the economic and environmental costs of petroleum use and to establish a state transportation energy policy that results in the least environmental and economic cost to the state.

This bill would require the State Energy Resources Conservation and Development Commission, *in consultation with the California Integrated Waste Management Board*, to develop a replacement tire efficiency program of statewide applicability for replacement tires for passenger cars and light trucks that is designed to ensure that replacement tires *sold in the state* are at least as energy efficient, on average, as the tires sold *in the state* as original equipment on these vehicles.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. (a) The Legislature finds and declares both of the following:

(1) Substantial evidence indicates that replacement tires for passenger cars and light trucks are less energy efficient, on average, than tires installed as original equipment.

(2) Improving the energy efficiency of replacement tires for California's passenger and light truck fleet could yield significant economic and environmental benefits without affecting vehicle performance or safety, while also reducing California's vulnerability to oil price increases.

(3) *Substantial evidence indicates that technologies exist to make replacement tires more energy efficient and longer lasting.*

(4) *Energy efficient tires have the potential to save California drivers 300 million gallons of gasoline per year according to a California Energy Commission report.*

(b) It is the intent of the Legislature to provide the statutory foundation for a regulatory framework to ensure that replacement tires sold in California are at least as energy efficient, on average, as original-equipment tires.

(c) *It is further the intent of the Legislature that the Replacement Tire Efficiency Program not increase the amount of scrap tires generated within California, nor negatively impact state efforts to manage scrap tires pursuant to the California Tire Recycling Act.*

SEC. 2. Chapter 8.7 (commencing with Section 25740) is added to Division 15 of the Public Resources Code, to read:

CHAPTER 8.7. REPLACEMENT TIRE EFFICIENCY PROGRAM

25740. No later than March 31, 2005, the State Energy Resources Conservation and Development Commission shall develop specifications for testing procedures, an efficiency rating system, and tire manufacturer reporting and labeling requirements for passenger car and light truck replacement tires, that will enable

consumers to make more informed decisions when purchasing tires for their vehicles.

25741. (a) The State Energy Resources Conservation and Development Commission, *in consultation with the California Integrated Waste Management Board*, after appropriate notice and public workshops, shall develop an efficiency program of statewide applicability for replacement tires for passenger cars and light trucks, designed to ensure that the replacement tires *sold in the state* are at least as energy efficient, on average, as the tires sold *in the state* as original equipment on new passenger cars and light trucks. The program shall include efficiency standards and mandatory labeling of replacement tires, and may include, but not be limited to, other methods to promote the purchase of energy-efficient replacement tires. These other methods may include purchase incentives, Web site listings, printed efficiency guide booklets, education for tire retailers on replacement tire efficiency, and ~~requirements for requiring~~ *the printed efficiency guide booklets to the extent that they are available.*

(b) The efficiency standards shall *be technically feasible and cost effective* and do all of the following:

~~(1) Be designed to secure the maximum technically feasible and cost effective tires.~~

~~(2)~~

(1) Not adversely affect tire safety.

~~(3) Not apply to deep tread, winter type snow tires, space saver or temporary use spare tires, off-road tires, or tires with nominal rim diameters of 12 inches or less.~~

(2) *Not adversely affect the average tire life of replacement tires.*

(3) *Apply to all tire types and models that are covered by the Uniform Tire Quality Grading Standards in Section 575.104 of Subpart B of Part 575 of Title 49 of the Code of Federal Regulations.*

(4) *Not adversely affect state efforts to manage scrap tires pursuant to Chapter 17 (commencing with Section 42860) of Part 3 of Division 30.*

(c) The program shall be operative by March 31, 2006. The commission, *in consultation with the California Integrated Waste Management Board*, shall review and revise the program,

- 1 including standards, as necessary, but not less than every three
- 2 years. The commission may not revise the program or standards
- 3 in a way that reduces the average efficiency of replacement tires.

